



Comprehensive Bicycle Plan

City of New Bern, NC



Executive Summary

New Bern has undergone significant changes during its nearly 300-year history. As New Bern prepares for its tercentennial, it is time to look towards the economic, social, and cultural future of the City. Bicycling has the potential to serve an important role in New Bern's future development and progress. In order to realize this role, a vision for the *Comprehensive Bicycle Plan* was developed including establishing connections with Trent Woods, James City, and Bridgeton, updating local ordinances to accommodate bicycles, promoting bicycle awareness, and involving partners such as the NCDOT and the New Bern Police Department to promote education and safety programs in New Bern. From this vision, a set of goals and objectives was created as outlined in **Chapter 1**.

In order to truly have a *Comprehensive Bicycle Plan*, aspects such as policies, guidelines, programs, and ancillary facilities must be considered in addition to route improvements. This plan makes recommendations for modifications to the New Bern municipal code and provides sample cross-sections for incorporating bicycle facilities into future road development. **Chapter 3** also provides examples of various roadway treatments such as signing, striping, and roundabouts.

Ancillary facilities such as bike racks, signal clearance loops, bicycle maps, restrooms,

It is the goal of this plan to chart the future of bicycling in New Bern boldly through specific projects and programs, while committing resources wisely.

and water fountains are important to consider when creating a more bicycle-friendly community. These facilities will make the New Bern area more appealing for both local and tourist bicyclists. These facilities are discussed in **Chapter 3**.

Education, encouragement, and enforcement programs are critical to the success of the *Comprehensive Bicycle Plan*. This plan proposes a wide variety of programs that give the City a range of alternatives.

Education programs such as bike rodeos, school-based bike education, and public service announcements are recommended to educate children and adults, bicyclists and drivers. Enforcement programs should be instituted that regulate the behavior of both bicyclists and drivers. Positive re-enforcement such as reward coupons for following the rules of the road are also a great way to make children aware of correct behavior. Encouragement programs such as rideabouts, Safe Routes to School, Walk and Bicycle to School Days, bike mentor programs would promote bicycling in all segments of the population. A rideabout was conducted as a part of this plan with great success. More information on these programs is included in **Chapter 4**.

There are limited existing bicycle facilities in New Bern. 1.5 miles of signed bike routes exist in New Bern today. These routes connect to form a downtown spine network, but do not feature any additional on-road facilities for bicycles and do not connect to



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neighboring municipalities or other sections of New Bern. These routes are discussed in **Chapter 2**.

The *Comprehensive Bicycle Plan* seeks to improve upon the existing bicycle network by proposing a recommended set of routes and facility types and establishing priorities and cost estimates for each. In addition, a barrier analysis was conducted for a set of 16 barriers consisting of bridges, major intersections, railroad crossings, and focus areas. This analysis, shown in **Chapter 2**, examines mitigation measures for each area that were ultimately incorporated into the route recommendations and cost estimates.

Using input received from the Bicycle Advisory Committee and a series of public workshops, a set of recommended routes was assembled. These routes and their corresponding facility types are detailed in **Chapter 4**. **Table 4.1**, included here, breaks out each route by facility type, total length, and total estimated cost. This table also includes the total length for each facility type in the network as well as the total estimated cost for the entire network. The routes cover a large portion of New Bern and also make connections with Trent Woods, Bridgeton, and James City. These routes also make connections to major destination points in the

area such as schools, commercial areas, parks, government facilities, and neighborhoods. If this plan is implemented, over 90% of the local population would have access to bicycle facilities that would be suitable for basic as well as more advanced riders.

After a comprehensive set of policy, program, and route recommendations was established, the next step was to look at implementation strategies. Route priorities were developed by attempting to maximize the benefits to a range of geographical areas and user groups in the community. Specific projects represent on-road as well as off-road facilities. Bicycling initiatives and program priorities were developed based on their ease of implementation and benefit received by the largest contingent of population. Funding sources for these projects were examined and are outlined in **Chapter 5**.

Three levels are used to classify the priority level of each route: short-term, mid-term, and long-term improvements. The total probable construction cost (in 2006 dollars) of the bicycle projects for the plan is \$13,800,000. Short-term improvements are those projects that are recommended for or can be completed within a 5-year period.

Table 4.1 Route and Network Characteristics

Routes	Signed Route	Striped Bike Lane	Wide Outside Lane	Paved Shoulder	Neighborhood Connector	Multi-Use Path	Length (miles)	Cost
Airport Loop		✓		✓			3.8	\$1,550,000
Bridgeton Loop		✓		✓			5.5	\$2,650,000
Downtown-Mall Loop	✓	✓	✓	✓			14.9	\$3,500,000
Downtown Neighborhood Loop	✓	✓	✓	✓	✓		6.8	\$500,000
Riverfront Loop	✓	✓	✓				5.2	\$100,000
Taberna-James City Loop		✓	✓	✓			13.9	\$4,000,000
Trent Woods Loop	✓	✓	✓	✓		✓	16.5	\$2,500,000
Total (length in miles)	10.2	18.4	7.8	24.7	0.1	0.6	61.8	\$13,800,000





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The total probable construction cost for the short-term projects is \$485,000 (average \$97,000 per year). Mid-term improvements are expected to occur between 5 and 10 years into the future for which \$2,355,000 in projects is recommended (average \$471,000 per year). Long-term improvements are those projects that fall outside of a 10-year horizon for which a total of \$12.05 million in projects is presented (this would take more than 20 years spending \$602,000 each year).

The North Carolina Department of Transportation is credited for beginning the bicycle planning program in North Carolina and for project participation in this plan.



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